

THURSDAY, JULY 1, 1869

THE PROPERLY TITLED BUTCHERS AGAIN MONOPOLIZE THE GOOD MEATS FOR THE ANGRY New-Orleans is at present greatly excited over a question involving slaughter-houses, butchers, and the supply of meat generally. Every copy of every paper is so filled with discussions of the subject that all other questions are crowded out of the columns. The last Legislature passed a law restricting the rights of butchers to slaughter within certain limits, and, accordingly, forcing them to establish their places of business on interested parties. The act in question is entitled "An act to protect the health of the City of New-Orleans, by providing for the erection of slaughter-houses, and to incorporate the Crescent City Live Stock Landing and Slaughter-House Company, and providing for the erection of slaughter-houses, sheds, yards and buildings necessary to and, stable, shelter, protect and preserve all kinds of stock, and to provide for the disposal of the same," and the said Crescent City Live Stock Landing and Slaughter-House Company shall have the sole and exclusive right to carry on the business of live stock landing and slaughter-house business within the limits and privilege granted by the provisions of this act, and no other person, partnership or corporation shall be in the City of New-Orleans, or its environs, shall be landed at the live stock landings and yards of said Company, and shall be by the said company provided, and the said company or corporation shall be provided, and also made for certain fees to be paid by the city.

children to the new Company, as follows: All persons slaughtering, or causing to be slaughtered, cattle and calves in the town, in slaughter-houses, shall pay to the said company or corporation the following rates or perquisites, viz.: For all heeves, 81 each; for all hogs and calves, 50 cents each; for all sheep, goats, and lambs, 30 cents each; and the said company or corporation shall be entitled to the head, feet, ears, and entrails of all animals, excepting hogs, entering the slaughter-houses, and also the lungs and kidneys of all such heart and liver is not considered as a part of the gore and entrails, and that the said heart and liver of all animals slaughtered in the slaughter-houses of the said company or corporation shall belong, in all cases, to the owners of

to animals slaughtered. These perquisites are computed by butchers now butchering them at \$5.50 per head. The butchers of the city have rebelled against the proposition to increase the tax and there is a great deal of fear of animal food. The butchers determined to provide for slaughtering outside the city limits, and to let the citizens do without meat until the new arrangements could be made. This action, of course, aroused the people to an interest in the question and the excitement runs high in proportion as the supply in the market runs low. The *Piney* charges that the bill was made in the interior of the state at the instigation of the Ex. com. who were in control of stock in the new company. This charge is fiercely combated on the ground that the

It was intended, according to its title, to protect the health of the city. It is admitted that if the act provided only for the proper inspection of meat no complaint could be made. Friends of the Company insist that the bill does this, and nothing more. But the bill is intended to do something more, because the last Legislature was Radical; but *The Republican*—Radical organ—is bitterly opposed to the Company. The following, from an editorial in *The Republican*, gives an idea of the condition in which New-Orleans markets now are: "The almost total failure of the Slaughter-house Company to discharge the obligations they have assumed beginning with the opening of the season, has almost driven out of fresh meat, and

But little there is offering is of poor quality, having been on land several days, and is held at prices which would discredit to the 'good old' blockade days. In consequence of a rather singular piece of legislation, and one or two rather incomprehensible judgments of the courts, the butchers are prohibited from supplying the people with meat, unless they first pay tribute to the Slaughter-house monopoly. The butchers have resorted almost to a man to adopt the maxim: "I will not do for myself, but I will do for my neighbor." They will not submit to the limitation of being taxed without receiving some benefit, and choose to discontinue business. The field is thus left open to the Slaughter-house Company, but they

entirely helpless. They have made a show of killing three or four animals a day, which they employ a man to offer through the public prints at ten cents a soul. Probably as many people as the city has are on the street were made to receive supplies from this man, while the rest of the city went without. The city papers, with but a single exception, *The Times*, condemn the whole slaughter-house scheme as a huge swindle on the community. Dark hints are thrown out that the people may rise up in turbulence against their oppressors. The people have ample means of redress, even though the courts may, for the time, deny them justice. At the proper time and place effectual remedies

be applied to the evils growing out of the
 ban monopoly. Unless the Company shall either fur-
 nish the markets with meat as good, as cheap as the
 average cost before the first of June, or withdraw their
 pretensions to the sole right to do so—they will incur
 such a degree of popular odium as will tell against them
 for years to come.

THE SUNDAY LAW QUARREL IN PITTSBURGH.

Pittsburgh has been very much excited for
 many weeks over a new and very stringent Sunday Law.
 The former was not only repealed, at what they call

the Germans are particularly enraged at the unjust restrictions, and a war is raging between the Teutonic population and the ministers, with their supporting partisans. A Committee of tavern-keepers and brewers has been formed for the purpose of enforcing the entire law as rigidly against anyone who transgresses it as it is enforced against themselves. This Committee will enable them to stop the glass-works, printing offices, street cars, and even carriage owners and drivers attending funerals on the Sabbath. They threaten to sue the Mayor for misdemeanor in office if he shall in any way interfere with the committees, or fail to give them his official support. All the suits will

be brought before him, and if he doesn't treat them according to law, he will be prosecuted. The committee has decided to delay their enforcement two weeks on account of the coming Fourth. The new law and its penalties. Last Sunday omnibuses, passenger-cars, carriages, etc., were running as usual. The religious bodies are moving in the matter, and warm times are anticipated.

The Francis P. Sage of New-Orleans, which sailed from that port in April, was struck by lightning and sank in a few moments, and perished at Havana on the

NEWS PACKAGES FOR THE PRESS.

Captains and purgers of vessels arriving at this port are requested to deliver packages addressed to the New-York Associated Press only to persons exhibiting the written authority of J. S. Stanton, General Agent for News Packages for the Journal of Commerce, Times, Tribune, World, Sun, Express, Evening Post, Commercial Advertiser, Staats Zeitung, and New-Yorker Demokrat should also be delivered only to the same persons.

WEDNESDAY'S WEATHER REPORT—3 A.			
Place.	Atmos.	Dir.	Temp.
Platteau Cava	Cloudy	59	
Haiti	Clear	63	
Portland	Cloudy	70	
San Antonio	Clear	70	
San Francisco	Overcast	75	
Philadelphia	Cloudy	78	
Wilmington	Clear	80	
Washington	Cloudy	85	
Fortress Monroe	Clear	85	
Providence	Clear	87	
Orange	Rainy	60	
Place.	Atmos.	Dir.	Temp.
Buffalo	Hazy	70	
Pittsburgh	Cloudy	79	
Chicago	Cloudy	86	
Memphis	Clear	87	
New Orleans	Clear	90	
Key West	Clear	84	
Havana	Clear	87	
Augusta, Ga.	Clear	87	
Savannah	Clear	87	
Charleston	Clear	87	

MINIATURE ALMANAC.
Sun rises..... 4:32; Sun sets..... 7:35; Moon rises..... 12:08
HIGH WATER THIS DAY.
Heavy Hook..... 12:43; Gov's Island..... 1:05; Hall Gate..... 3:29

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK..... June 30.

CLEARED.

Steamships—Zoe, Cook, Cow Bay, A. B. Sargossa, Ryder, Charleston
Wm. F. Clyde, Morgan, Wilmington, N. C.; Wamata, Fish, New-
Bedford, Hatters, Roberts, Richmond, &c.
Ships—Fleetford, Dover, San Francisco.

[illegible]

Drig Gilper, Herubabu, St. Croix 9 days, sugar, molasses and rum.
 Left to port, brig Linda Abbott, for New-York in 5 days.
 Brig DeMont Louis, Cedarau, St. Croix 10 days, palm oil, &c.
 Brig Katie, Towson, 18 days, fruit.
 Brig Isabel Neuman, Centaur, Arroyo, P. H., 24 days, via New-Haven
 June 29, sugar and molasses.
 John Rose, Howell, Bahia 33 days, sugar, &c.
 Brig, Luzane, Johnson, 25 days, sugar and molasses. Left
 a port, scho. Horaceau and Lizzie Staples, for New-York in about 10
 days.
 Sch. Gen. Putnam, Kingston, St. Andrews 14 days, fuel.
 Sch. Margaret & Ann, King, St. John N. F. 21 days, seal oil.
 Sch. Anne G. Webb, Worcester, Lonsara, Texas, 24 days, boxes.
 Sch. Rebecca M. Atwood, Buene, St. Island 7 days, fruit.
 Sch. Corine, Johnson, St. Island 6 days, fruit.

DOMESTIC PORTS.

Boston, June 20.—Arrived, bark *Faulnia*, from Leghorn; brig *Maid of Honor*, from Bathurst, Africa; schrs. J. G. Ceris, from Barcelona; Alice, from Camdena. Below, ship *Kuma*, from New Orleans; bark *Albatross*, from San Francisco; schooner *Wendell*, from Charleston; the "Epita," from Rio Grande; schooner *John A. King*, from Charleston. Sailed, schooner *Charles*, for Highland Light, Cape Cod, to-day.

SAN FRANCISCO, June 26.—Arrived, *Fredes P. Pearl*, from Bordeaux. Left, San Francisco, for Louquene; *Hercules* for Allian; *Pearl* for Lyons; *Isard* for Buzard Island. Sailed, *Radiant*, for New-York; Regent, for Vermilion.

NEW YORK, June 20.—Passed in for Baltimore, bark *William McKim*; bark *Howard*, from London. Passed out, bark *Howard*, for Rio; *Doris Howard*, from London. Passed out, bark

passengers for the West Indies; Stag, for Port-au-Prince, and for Buenos Ayres; Morning Star, for Trieste.

FOREIGN PORTS.

LONDON-DERRY, June 26.—The steamship Ottawa, from Quebec, arrived at this port to-day.

Port-Warden's Notice.

STATE OF NEW YORK,
PORT-WARDEN'S OFFICE, No. 23 William-st. }

NOTICE is hereby given, in accordance with
Section 4 of the Act passed April 14, 1857, entitled "An Act to
organize the Marine Office of the Port of New York," to all persons

Steamship London.....	16 R. R.
Steamship Pak Kow.....	21 R. R.
Steamship Sacramento.....	27 N. R.
Steamship City of Dublin.....	45 N. R.
Steamship Champlain.....	5 N. R.
Hark Royal Berkshire.....	17 R. R.
Hark Bolivia.....	46 R. R.
Hark Betty.....	46 R. R.
Hark G. Wheelwright.....	Schenck's
Hark Lydia H. Coon.....	Field's

Brig. Scia.....	St. E. R.
Brig. Antelope.....	Atlantic Dock.
Nebr. Helena Adv.....	Bate.
Schtr. Louis A. Van Brunt.....	

SIXTHURDAY TOMORROW, President

J. ASHBY HARRISMAN, Secretary.